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INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OVERSEAS
A Comprehensive and Complete
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NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
with which is incorporated the
CHINA OVERSEAS TRADE REPORT.
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CHARGES MODERATE, AND NO EXTRA
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Macao is 40 miles south-west of Hongkong.
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Hongkong, 28th July, 1908.

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Only communications relating to the news item should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.
All letters for publication should be written on one side of the paper only.
No anonymous signed communications that have already appeared in other papers will be inserted.
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HONGKONG OFFICE: 10A, DES VŒUX ROAD
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JULY 29TH, 1908

Though yesterday's typhoon will probably appear in meteorological records as considerably worse than the one which makes the 16th September 1906, for ever memorable in the annals of the Colony, it fortunately has not wrought a tenth of the destruction that its predecessor did in about one-fourth of the time. The velocity of the storm was greater and its duration longer. That it did not inflict on the Colony anything like as much damage as its predecessor is due solely to the fact that the Observatory on this occasion gave the community timely warning of its approach and so enabled adequate precautions to be taken. What loss of life the typhoon has caused it is early yet to estimate, but it is believed to be not less than 1,000. The foundering of the river steamer *Ying King* which is reported to have had upwards of 800 Chinese passengers on board represents the biggest and the saddest feature in the story. Only a dozen out of that large total apparently have survived to tell the tale of the disaster. Within the harbour, though the destruction of small craft is relatively small compared with the list in 1906, it is desirable that official inquiry should be made as to whether any part of this loss was due to inadequate shelter accommodation. It cannot be said on this occasion that the warning given by the Observatory did not allow time enough for craft at one end of the harbour to run to the other end for shelter. After the bombs were fired, giving the final warning, boats were noticed coming from the direction of Causeway Bay and making for

Yamat. In view of the opinions expressed with regard to the Causeway Bay shelter in the recent letter of the Shipping Firm to the Government, no doubt the proper inquiries will be made as to what extent the boat shelter at Causeway Bay answered the need of the occasion. It is inferred that many boats were unable to find shelter at Causeway Bay, but it may be that these boats disregarded the warning until it was too late, and it is not unlikely they found it impossible then to reach the shelter in the teeth of so fierce a gale. On the whole the Colony may be considered to have escaped with less damage than might have been expected considering the strength of the typhoon, and it is a pleasure to be able to congratulate the Observatory on the notices it was able to give of the rapid approach of the storm.

The English Mail of the 27th June was delivered in London on the 27th inst.

Information has been received at the Colonial Secretary's Office from Singapore that quarantine against arrivals from Hongkong on account of small pox has been removed.

Captain H. H. F. Stockley, Royal Marine Light Infantry, A.D.C., to His Excellency the Governor of Singapore, was married last month at Moughan, Ireland, to Miss Ismay Madeline, second daughter of the late Mr. Doore Hamilton, D.L., of Corrasco, Monaghan.

The India watchman charged with attempting to marry a Chinese ticket collector on the s.s. "Lutan" appeared before Mr. Kemp at the Magistrate's yesterday, when an additional charge of shooting with intent to do grievous bodily harm was preferred. The hearing was remanded until to-day.

The Borneo Company in Singapore received information last week of the murder of Mr. E. B. Naysmith, manager of the Sadong Coal Mines, Sarawak. The murder was committed by the cook who also fledged at Mrs. Naysmith, who tried to save her husband, but the lady was fortunately able to escape. The murderer fled into the jungle but was subsequently captured. Mr. and Mrs. Naysmith had been married only two months.

The Chinese Immigration Bill which recently passed the Canadian Commons provides that Chinese may only be admitted as students who have been students in China and who come to Canada to continue their education. All such students will have to pay a head tax of \$80 upon entering the country, but this money will be refunded after the student has completed a year's study in Canada.

Owing to the large number of Chinese who have arrived in Jamaica recently, and the increasing protests against their being admitted, the resident Chinese telegraphed on the 24th ultimo advising their countrymen against coming to Jamaica. The Chamber of Commerce at Kingston referred to support the agitation.

A correspondent writing to a Hankow paper from Changsha, recounts an exciting episode. He says that the Commissioner of Customs was out walking with his favourite sporting dog, when the animal suddenly "pointed," and up rose a leopard which fortunately did not appear ferocious, and made off. A *bottus* was organised by the residents, but their quarry had disappeared.

The Russo-Chinese Bank accounts for 1907 exhibit a loss of 4,216,330 roubles (242,163), which is due to the failure of various clients in East Asia and to manipulations by some comrades in the Chinese department. It is proposed to extinguish this loss by making appropriations from the special reserve fund, which amounts to 4,426,298 roubles. In 1906 the sum of 1,500,000 roubles was placed to the special reserve fund, leaving net profits of 9,086,057 roubles; out of which a dividend of 17 roubles per share of 197 roubles was distributed. The directors, in referring to the prospects for the current year, express the belief that as the depreciation and reserve allocations have been liberally estimated, further losses are not to be apprehended, and that business will develop satisfactorily, with a favourable course of economic conditions in the Far East.

MORPHIA SMUGGLING INTO CHINA.

Dr. Morrison telegraphed from Peking to the Times on the 25th ultimo as follows:—
It is necessary once more to call attention to the serious smuggling of morphia into China, both pure and in anti-opium remedies. Telegraphing to *The Times* in May 19 last year, I said:—
Official statistics show during several years before the increase of duty an import annually above four tons; when the duty was increased from 5 to 20 per cent. *ad valorem* the quantity imported fell to a few ounces, and yet the consumption has in the meantime increased. Our own Customs statistics recently issued show that last year the morphia on which duty was paid to the Customs amounted to 2000 oz., yet there is no reason to doubt that the amount smuggled was never less than 10,000 oz. By those who know, morphia can be bought in any quantity. It apparently comes in greatest quantity from the Austrian firm of Melindrot, but some also is sent by German, English, and Scottish manufacturers. It is mainly shipped to Kobe in Japan. It is not landed there, but is transhipped in the harbour, under a transfer permit which does not necessitate examination of the goods, into steamers bound for China. Orders for 1,000 lb. weight have been given in one transaction, the morphia being packed in 7 lb., 14 lb., 21 lb., and 28 lb. tins, four in a case. This smuggling is wholesale, while Chinese returning from Borneo, Java, Malaya, and Siam in a large number of cases bring morphia back as savings to China. The subject urgently requires investigation.

TELEGRAMS.

[SPECIAL SERVICE.]

THE EMPEROR OF CHINA'S BIRTHDAY.

London, July 25th.
The Chinese Minister in London gave a dinner in honour of the Emperor of China's birthday, those present including Mr. Herbert Gladstone, Lord Fitzmaurice, Sir Robert Hart, the Lord Mayor, and numerous diplomats.

THE QUEBEC CELEBRATIONS.

London, July 25th.
At Quebec, H. R. H. the Prince of Wales reviewed thirteen thousand troops on the Plains of Abraham, headed by Lord Roberts, and including naval detachments from the French, American, and British squadrons. His Royal Highness afterwards handed to R. Hon. the Earl Grey, Governor-General, the title deeds of the battlefields, purchased by contributions from the whole empire.

PARLIAMENT.

London, July 26th.
In the House of Commons the Irish University Bill and Finance Bill have passed the third reading.

During the debate on the latter Mr. Austen Chamberlain condemned the Government's financial policy, and warned them of the necessity for providing for a possible European conflict.

Mr. Lloyd-George replying, scoffed at the perpetual talk of the menace of war, and said it would be far better for all of us if we did not spend the four hundred millions we were now applying to armaments. He believed that our resources were ample to defend ourselves.

HONGKONG CANTON AND MACAO STEAMBOAT COMPANY.

The Directors of the Hongkong, Canton and Macao Steamboat Company will recommend at the meeting to be held on the 11th proximo the payment of a dividend of \$1.25 per share; \$10,000 to be written off the book value of steamers; \$3,600 to be written off wharves and properties; \$12,500 to be transferred to Depreciation and Insurance Fund; \$10,000 to be transferred to Special Repairs Fund, leaving a balance of \$17,755.84 to be carried forward to new account.

NEW YORK'S NEXT SKYSCRAPER.

The Equitable Life Assurance Society has decided to erect on the site of its present building an enormous 63-story building, having a height of 909 feet. With a flagpole of 150 feet, which it is proposed to erect, the structure will be higher than the famous Eiffel Tower of Paris. There will be thirty-eight elevators in the building, which is estimated to cost \$2,000,000.

THE SHANGHAI WHARF CO.'S ARBITRATION.

Mr. A. R. Vincent has given his award as Arbitrator on the matter referred to him in connection with the case of J. C. E. Douglas v. Mr. D. Landale and others, Directors of the Shanghai and Hongkew Wharf Co. The Award reads as follows:—
To all to whom these presents shall come, I, Arthur Ross Vincent, Acting Assistant Judge, send greeting. Whereas on the trial of the above action before Mr. F. S. A. Bourne, H. B. McArthur Judge, it was ordered by the Court that the following issue, viz: "Ought the contract in question to have been entered by the Directors upon the Register of Mortgages?" be referred to arbitration, and on the consent of the parties and the legal representatives, to the award order, arbitration and final determination of me, Arthur Ross Vincent, as sole arbitrator, without argument by Counsel nor statements to be filed on either side, Now I, the said arbitrator, having taken upon myself the burden of this reference, and having duly read and examined the contract in question, and having carefully considered and faithfully weighed the intention, meaning and effect thereof without argument by Counsel, or statements on either side, do hereby make and publish my award in writing, of and concerning the matter above referred to me, in the manner following, that is to say:—
I award, adjudge and determine that the contract in question, referred to above, is not one that ought to have been entered by the Directors of the Shanghai and Hongkew Wharf Company Limited, upon the register of mortgages.

In witness whereof I have hereunto set my hand this 18th day of July, 1908.
(Signed) A. R. VINCENT.
Sole Arbitrator.

LATEST STEAMER MOVEMENTS.

The C.P.R. str. *Gensang* arrived Shanghai at 1.30 a.m. on Tuesday, the 28th inst., and left again at midnight same day for Hongkong, where she is due to arrive at noon on Friday, the 31st inst.
The new T.K.K. str. *Tenyo Maru* will sail from Yokohama on the 30th inst., and will be due to arrive at Hongkong on the 10th prox.
The C.P.R. str. *Empress of China* arrived Shanghai at 10.30 p.m. on Monday, the 27th inst., and left again at 7 p.m. Tuesday for Nagasaki, where she is due to arrive at 6 a.m. to-morrow.

WEATHER REPORT.

The forecast for the 24 hours ending at noon to-day is as follows:—
S.E. winds, fresh to moderate; weather improving.
S.E. winds, moderate to light.
Same as No. 1.
Cyclonic gales.

THE TYPHOON.

The Typhoon which visited the Colony on Monday night was a more severe one than that of the 16th September 1906, but happily we have not the same long and tale of disaster to chronicle. It caused more damage ashore than the 1906 typhoon, but far less aloft. The 1906 typhoon came with less than half an hour's warning about nine o'clock in the morning when the hundreds of small craft—the cargo junks and sampans—had just commenced their daily toll in the harbour; and coming upon them so unexpectedly it carried them to speedy destruction. Our latest visitant arrived about midnight, at the end of a day which had opened with a most welcome return of sunshine after more than a week of wet weather culminating in several serious landslides in various parts of the Colony which had endangered the safety of several buildings. There were early indications, however, that the respite was likely to be brief. The mid-day Observatory Report mentioned that the barometer was inclined to fall on the South Coast of China, but at that hour the depression gave no indication of being a severe one. At the signalling stations in the harbour the red cone and drum, indicating a typhoon to the South East of the Colony beyond 30 miles, was hoisted about mid-day. Towards evening the red were replaced by the black signal, indicating that the typhoon was within the 300 mile radius. Ships in the harbour took the usual precautions, while the small craft swarmed to the sheltered Causeway Bay. The weather signal became increasingly ominous after that and at 9.30 p.m. the Observatory reported that the typhoon appeared to be moving towards the Coast in the neighbourhood of Hongkong. At 11.15 the order was issued to hoist No. 3 night signal and to fire three bombs. The typhoon had reached the Colony, and for upwards of four hours the wind continued to blow with terrific force.

The centre of the typhoon must have been very near the Colony. The wind commenced to blow from the North and west quickly round to South, South-East and South-West. It was while the wind was south that the storm was at its worst.

The lower level tramway service was discontinued by the storm, but repairs were promptly effected and the trams were running before twilight yesterday. Telephone wires also suffered considerable damage on the higher levels.

His Excellency the Governor has asked to be furnished with a detailed report of the casualties.

IN THE CITY.

With the exception of the disaster at Kingsclere and the collapse at King's Buildings, the damage in the City is not great in individual cases, yet the aggregate is very extensive and the total loss occasioned must be very considerable.

THE COLLAPSE AT KINGSCLERE.
Dealing first with the damage to property, the greatest is perhaps at Kingsclere, where a portion of the beautiful building is in ruins. But what adds to the direful effect of the catastrophe is that it has claimed a European victim, a resident, who though still alive, lies in the hospital in a very critical condition. The cause of the disaster was the collapse of one of the chimneys. It was blown down when the storm was at its height, and crashed through a bedroom in the north-east portion, the debris, in turn, falling down through another apartment, tearing down the walls. The occupant of the room, Mr. Hunt, of Messrs. Shawin, Tunnies and Company, who has only been in the Colony about three months, apparently rose from his bed to look out, but hearing the ominous noise overhead he divined that something was wrong and immediately sought protection under the bed. Then the crash came. The debris fell on the bed and filled the room, but, singularly enough, though the wreckage broke down the bed the leg which happened to be near his head stood the strain and gave him a chance to breathe. But the weight on his body and legs was great, and he suffered great agony. Naturally the occurrence caused great consternation in the house, which was not decreased by the fact that the place was in darkness, the electric light having been affected, and the wind which now filled the building and threatened to lift the roof made it impossible to keep candles or lamps alight. However, with the aid of chair lamps some light was thrown on the scene, and when the state of affairs was realised efforts were made to rescue Mr. Hunt from his precarious condition. The police and fire brigade staff came to assist and after four hours' digging, fraught with no little danger by reason of the unsupported wall which threatened to fall at any moment, they rescued the unfortunate young man and had him conveyed to the hospital where it was found he had received internal injuries of a serious nature. To add to the destruction caused by the collapse itself, the water tank burst, deluging the rooms underneath. The water percolated through pillars, walls and ceilings, and unless these were speedily shored up it was feared that that portion of the building would collapse in turn. As it is, no fewer than six rooms are wrecked either with falling debris or water, and the loss resulting must be very great indeed. Numbers of windows were blown in, and it is singular that many of them made of glass about a quarter of an inch thick, were found on the floor intact. The visitation was indeed most disastrous, and great sympathy is extended to Mrs. Sabine, who had recently had the place renovated and improved.

THE KING'S BUILDINGS COLLAPSE.
Another serious collapse took place at King's Buildings, where three offices were wrecked. The upper, occupied by Messrs. Jebson and Company, collapsed, and the whole fell through into Meyer and Company's office, the accumulation descending into the Pacific Mail office. The place is completely wrecked, but fortunately the occurrence was not attended with any loss of life.

GENERAL DAMAGE.
Government House was not allowed to escape. Part of the roof gave and the verandah at the eastern end collapsed.
Public buildings suffered rather severely. Victoria Goal was unroofed, the wardens' quarters were similarly damaged, and the roof of the Magistracy has also fallen in. The second court was untenable yesterday and Mr. Wood had to conduct the business in the small waiting room. The First Station has likewise suffered, and part of the registry at the Supreme Court has been carried away. The Sanitary Board matshed at Wanchai has been destroyed. The Central Police Station has stood the storm very well, only a few windows being smashed and the walls in part dented by plaster.
At the corner of Bowrington Road and Praya East the top floor of a Chinese house was lifted clean out by the force of the wind. No casualties are reported. The top part of a house in Morrison Hill Road also gave way. A verandah collapsed at 94 Des Vœux Road, and a dwelling house a little further along collapsed. The Kang Wo Godowns at 163 Connaught Road West also fell in and other godowns in Kennedytown were damaged in a like manner.
Happy Valley is a scene of desolation. The matcheds belonging to the Civil Service, Police, Cricketers, and Football Clubs have been levelled to the ground, as also the grand stand, and the new pavilion of the Golf Club is practically in ruins. Great havoc has been wrought in the Cemeteries. Tomb stones have been blown down; flowers and shrubs and wreaths have been washed away, and great destruction has been wrought.
Speaking generally, there is scarcely a property in the city that will not need some repair. Jalousies have been wrenched from the walls, windows or parts of them have been smashed, tiles have been torn from the roofs, and walls have been stripped of plaster. The buildings opposite the Supreme Court have been made to look like a ruin; a large portion of the scaffolding at the Law Courts has disappeared, the same description applies to the New Post Office, and not a few military and other matcheds have gone down.
The destruction among trees has been remarkable. Even in Queen's Road numbers were uprooted or denuded of their branches, and in the thoroughfares higher up this was even more noticeable. Garden Road, Lower Albert Road and other roads in the vicinity were blocked with fallen trees, and Wyndham Street was a mass of debris from fallen tiles and plaster, while branches of trees and fallen wires made the thoroughfares practically impassable. Telephone wires were down all over the city and it will take some time to repair the damage. It is calculated that 380 wires have been broken in Victoria and about 70 or 80 in Kowloon.
In consequence of the general destruction the Public Work Department and Sanitary Board staffs are working late and early, but even with their redoubled energies, and increased staffs, it will take a week at least to clear the streets of the city, which are everywhere strewn with blinds, bamboo, tiles, bricks, and other wreckage.
Not a few street lamps were damaged, and last night the principal streets were in darkness as the electric wires had been affected.

AT THE PEAK.

The majority of houses at the Peak have suffered to some extent, but we have heard of no serious collapse or extensive damage. A good deal of glass has been broken, covered verandahs and windows &c., have been blown in, a few out-houses have collapsed and many roofs are badly leaking. It is surprising that the damage is not greater. The wind blow in such terrific gusts that it seemed to those within that mere bricks and mortar could not possibly withstand the hammering the houses received. It was a trying experience for the occupants, few of whom could have had the courage to sleep before four o'clock.

At Mountain Lodge, the summer residence of H.E. the Governor, part of the roof was blown off and considerable damage was done to the stable in the rear. At Mr. Jones Hughes' house "Merion," Mount Austin, the wind blew down a door in the basement and nearly succeeded in lifting out the floor of the room above.
Before the Peak trams could run the line had to be cleared of several tree trunks below the Bowen Road level and the first cars began to run about eight o'clock.
The damage done to trees and shrubs on the Hill is extensive. Several of the fine old trees near the lower Peak tram station and in the Cathedral compound were broken off near the roots by the wind. The road to Headquarter House was blocked completely by fallen trees.

ALONG THE WATERFRONT.

The Star Ferry wharf was destroyed, and yesterday the Kowloon ferries made use of Blake Pier. This pier was also seriously damaged, the iron stanchions and supports which held up the matshed covering being carried away, while in the vicinity of the pier several unroofed houses and lighters were damaged. The damaged pier and floating wreckage between Pedder Street and the Harbour Office bore witness to the force and fury of the gale. The Harbour Office, fortunately, withstood all the blasts of the typhoon, the only damage done there being the breaking of a few windows. The upper storeys of this office, however, afforded a splendid point of vantage to witness the gale, and from one of these windows Mr. A. E. Davey, boarding officer, witnessed the storm at its height. He saw junk after junk being helplessly washed into the Praya, and noted that as each vessel made a last bound on to the retaining wall the crews made a leap for the shore, and generally succeeded in landing. It is estimated that twenty junks foundered between the Harbour Office and West Point. The conservancy contractor has been again unfortunate in losing all his junks.
The east end of the city has also its tale of damage and disaster. The breast-wall at Arsenal Street has been nearly washed away, and fourteen cargo boats and sampans, whose venturesome owners should have been within the refuge at Causeway Bay, were smashed on the Praya wall. A number of police and civilians were present when the occurrence took place, and through their combined efforts fifty of the crew of this mosquito fleet were saved. At the Tang Tai Tsung Kuo Shipbuilding yard a small steamer in course of construction was washed against the Praya wall and badly damaged. It was lifted bodily on to the Praya, but carried back into the water by the waves. In addition to these catastrophes two lighters stranded at East Point, and two large junks were smashed up between Ship Street and Jardine's Sugar Works. To escape the full force of the gale Police Sergeant Soles entered the Naval Yard cumber with the No. 1 police launch. The cumber was well filled with launches, but the shelter was not sufficient, in consequence of which much damage was done. As he was taking his launch into this haven a heavy lurch to port sent the sergeant and his crew overboard, and they had to swim for their lives. Happily, they all succeeded in landing safely. Only two bodies have been so far recovered, but the sea has not yet given up its dead, and it is anticipated that the total death roll will not fall far short of 1,000 persons.

ON THE HARBOUR.

Through the courtesy of the Hon. Commander Basil Taylor, R.N., Harbour Master, a representative of the *Daily Press* was allowed to tour the harbour with him in the steam launch "Daisy." Starting from the Harbour Office the first object to attract attention was one of Messrs. Butterfield and Swire's lighters which had been lifted bodily on to the Hongkong, Canton and Macao wharf, causing considerable damage to the base of the wharf and completely destroying the shed thereon. The bamboo wharf utilized by the Harbour department had been completely washed away, and floating in the harbour near it was a capsized junk which the Harbour Master had to give instructions to have removed. As the launch proceeded through the harbour numerous quantities of wreckage were passed amongst which floated hats and other wearing apparel indicating probable loss of life.

The first steamer visited was Messrs. Jardine, Matheson and Co.'s s.s. "Lai Sang," which displayed considerable damage on her port bow and quarter. According to the story told by the master, Captain E. J. Tadd, she parted her moorings from No. 3 buoy and dragged. When drifting on to the Hongkong shore he managed to clear, and manoeuvred her out into mid stream. Then she came into collision with some unknown ship, the weather being too hazy to discern anything. After this further manoeuvring was useless, and the anchors were let go. But the loss of 125 fathoms of chain and an anchor left the vessel incapable, and she drifted across to Stonecutters and was washed high and dry on a sandy beach. So close was she washed to the shore, in fact, that it was only necessary to pass a ropeladder over the side to enable the crew to land. The "Lai Sang" was towed safely off yesterday, and is making very little water. Proceeding along the shore of Stonecutters, numerous wrecked junks and other marine craft were seen high and dry on the beach, and masts of sunken vessels showed above the water line. Then the order was given to run alongside the s.s. "Poonahant" which lay aground fore and aft at Stonecutters, with little hope of getting off before the next high tide. Her bow was stove in and considerably bent, and her mate's reply as to how they got there was that "A Jardine boat had gone on top of them." Casting off from the "Poonahant" and looking towards Chung Hing Island, we saw hard and fast upon the beach the steamer "Schullkill," one of the Standard Oil Co.'s fleet. As we watched, two tugs took her in tow and succeeded in getting her off, but it was observed that she was leaking badly, and as she was towed into the stream her main pumps had to be kept hard at it.

Then the large four-masted barque "Jatopolis" attracted attention. In the distance she looked one of the most forlorn craft on the water, and a nearer inspection of her proved that she had been the greatest sufferer during the typhoon. The after part of the ship was a perfect mass of debris, and only by an inspection of her can one realise what must have been the force of the wind in this latest blow. Her massive iron mizzen mast was doubled up like a piece of wire, and it had snapped off close to the deck as though it had been so much matchwood. Her enormous spars were split like pine, her davits had snapped like cast iron and her lifeboat on the starboard quarter was smashed to pieces. In fact, the whole after part of the ship was complete chaos, and the skipper and his crew had not escaped in this "tumbling of their home about their ears." When the launch ran alongside the "Jatopolis" yesterday the doctor's flag was flying, and the doctor had just gone aboard to attend to the captain who had received two broken ribs, and to several of the crew who received minor injuries.

Hard behind the sailer floated a large and helpless junk. Her masts had been carried away and her deck was strewn with wreckage, but she had been successful in weathering the storm. Without boats, however, the crew's wants could not be met. After the trying time through which they had passed they were without water, but Commander Taylor came to the rescue. Realising their

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NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c. should be addressed to the Manager, Daily Press, only, and special business matters to the Manager.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour, the supply is limited. Only supplied for Cash.

Telegraphic Address: Press, Code: A.B.O., 544, 22, Lieber's.

P.O. Box, 88, Telephone No. 12.

NEW ADVERTISEMENTS

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of Shareholders will be held in the Office of the Company, Queen's Buildings, Connaught Road, on MONDAY, 24th August, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors, together with a Statement of Accounts, and a Statement of Dividend, and for the appointment of Directors, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 24th August, both days inclusive.

By Order of the Board of Directors,
T. S. ROSE, Secretary.
Hongkong, 29th July, 1908.

IMPERIAL GERMAN MAIL LINE, NORDEUTSCHER Lloyd, BREMEN.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE L.G.M. Steamship

"PRINZ-REGENT LUITPOLD," Captain O. Pabst, will leave for the above ports TO-DAY, (WEDNESDAY), the 29th inst., at 10 a.m. instead of as previously advertised.

NORDEUTSCHER Lloyd, Bremen.
For further particulars, apply to
MELCHERS & CO., Agents.
Hongkong, 29th July, 1908.

POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW

THE Company's Steamship

"LAITAN,"

Captain Roach, will be despatched for the above ports TO-DAY, the 29th inst., at 2 p.m.

A reduction of 20 per cent. on First Class Fares to Fuchow, will be made during the months of July, August and September.

For Freight or Passage, apply to
DOUGLAS LAURIE & Co., General Managers.
Hongkong, 28th July, 1908.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"GREGORY APCAR,"

Captain S. H. Balcan, will be despatched for the above ports on TUESDAY, the 4th Aug., at Noon.

For Freight or Passage, apply to
DAVID SABSON & Co., Ltd., Agents.
Hongkong, 29th July, 1908.

NORDEUTSCHER Lloyd, BREMEN
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ-REGENT LUITPOLD,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risk into the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th August, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th August, at 9.30 a.m.

All Claims must reach us before the 8th Aug., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

This steamer brings Cargo—Ex as "FELD-MARSCHALL" from Africa, transhipped at Aden.

NORDEUTSCHER Lloyd, MELCHERS & Co., Agents.
Hongkong, 28th July, 1908.

NOTICE.

WE beg to inform you, that the PARTNERSHIP, hitherto subsisting between the undersigned H. EHMER & J. C. KUTZMANN, carrying on business under the firm name and style of

GROSSMANN & CO.

has been dissolved by mutual agreement on and from To-day.

Our business has been transferred to and will be carried on by Messrs. H. ROBINET & REIS, who have taken over the assets and liabilities of our Firm.

Yours faithfully,
H. EHMER,
J. C. KUTZMANN.

WE beg to inform you, that we have established ourselves as Merchants and Commission Agents in Hongkong under the firm name and style of

H. ROBINET & REIS,

having taken over the business of Messrs. GROSSMANN & CO., including their assets and liabilities.

Mr. J. C. KUTZMANN, residing in Hongkong, has been taken into PARTNERSHIP of our Firm.

Yours faithfully,
H. ROBINET & REIS.
Hongkong, 27th July, 1908.

PUBLIC COMPANIES

HONGKONG, CANTON & MACAO STEAMBOAT CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-FOURTH ORDINARY HALF-YEARLY MEETING of Shareholders in the Company, will be held at the Office of the Company, Hotel Marschner, on TUESDAY, the 11th August at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, and a Statement of Dividend, and for the appointment of Directors, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th July to the 11th August, both days inclusive.

By Order of the Board of Directors,
W. E. CLARKE, Secretary.
Hongkong 20th July, 1908.

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LIMITED.

AN INTERIM DIVIDEND of \$3.50 per Share for the Six Months ending 30th June, 1908, will be payable on the 29th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, the 22nd inst., to WEDNESDAY, the 29th inst. (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER, Secretary.
Hongkong 15th July, 1908.

THE WEST POINT BUILDING CO., LIMITED.

AN INTERIM DIVIDEND of Dollars Two per Share for the Six Months ending 30th June, 1908, will be payable on the 29th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, the 22nd inst., to WEDNESDAY, the 29th inst. (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER, Secretary to the
HONGKONG LAND INVESTMENT AND AGENCY CO., Ltd., General Agents for the
West Point Building Co., Ltd.
Hongkong, 15th July, 1908.

INTIMATIONS

BANK HOLIDAY.

IN Accordance with the Ordinance No. 9 of 1875 the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on MONDAY, 3rd August.

Hongkong, 27th July, 1908.

WANTED.

YOUNG MAN (English), seeks employment as Assistant in European firm. Competent, Skilful and Typist. Acquainted with General Office Work and Shipping, and speaks the Cantonese dialect. Excellent references. Apply "C.A."

Care of "Daily Press" Office.
Hongkong, 15th July, 1908.

FRENCH LESSONS.

FRENCH TAUGHT entirely by Conversation and without translation by a Frenchman (a Teacher in Government School) and ENGLISH LESSONS by an English Lady.

Apply by letter to—B. R.,
Care of "Daily Press" Office.
Hongkong, 18th November, 1906.

NOTICE.

DRAPERY GOODS—CHEAP SALE.

No. 51 and 53, WELLINGTON STREET.
DART LOONG.
Hongkong, 7th July, 1908.

REMOVAL NOTICE.

WE beg to inform our numerous Customers and the General Public that we have REMOVED our business premises to

No. 14, QUEEN'S ROAD CENTRAL,
Corner of Zealand Street, where we hope the same patronage will be extended to us as in the past.

HOOSAIN-ALI & Co.
Hongkong, 27th July, 1908.

NOTICE.

WE HAVE for more than 20 Years manufactured FIRE CRACKERS for export and have gained a very good reputation for the superior quality and moderate price of our Crackers. The HUNG HING SHOP, 17th Hin Tez Lane West Canton, are our SOLE AGENTS. Beware of imitations.

SUN LEE,
Fire-Cracker Makers,
Ma-Kong Chow,
Tung Koon District.
Hongkong, 25th July, 1908.

THE TIEN-TSIN LIGHTER CO., LTD.

LIGHTERAGE, TOWAGE, STEVEDORAGE, ETC.

THE Company possesses a Fleet of Lighters and Tugs and is prepared to undertake the discharge of steamers, and lighterage between Taku Bay & Tientsin.

DOCK AND ENGINEERING YARD
TONGCHU
Estimates for all Classes of ENGINEERING and MECHANICAL WORK, and for Docking and Painting Vessels, given on application to—
BUTTERFIELD & SWIRE,
Managers.
25th July, 1908.

SINGON & CO.

IRON, STEEL, METAL AND HARDWARE MERCHANTS. Wholesale and Retail Ironmongers Pig Iron and Foundry Coke Importers. General Storekeepers and Shipbuilders. 35 & 37, HING LOONG STREET, (2nd Street, west of Central Market) Telephone No. 511.

THE FIFTY YEARS ANGLICAN CALENDAR

FROM 1ST JANUARY, 1864 TO 31ST DECEMBER, 1913, BEING FROM THE 1ST YEAR OF THE 70TH CYCLE TO THE 60TH YEAR OF THE 76TH CYCLE THAT IS THE 3RD YEAR OF TUNG CHI TO THE 30TH YEAR OF KWONG SUI.

PRICE \$2 CASH

On Sale at the Hongkong Daily Press Office, or Agents in all the Ports of the Far East.

The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order.

THE DIRECTORY AND CHRONICLE FOR 1908

Copies may be obtained at the "HONGKONG DAILY PRESS" OFFICE or from Booksellers throughout the Far East.

Hongkong, 15th February, 1908.

AUCTION.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, For Account of the Estate of the late Colonel MARTIN,

TO-DAY (WEDNESDAY), the 29th July, 1908, at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Central (Corner of Lee House Street),

SUNDAY GOODS AND EFFECTS, belonging to the above Estate.

TERMS—As Usual.
HUGHES & HUGH,
Auctioneers.
Hongkong, 21st July, 1908.

ENTERTAINMENT

VOLUNTEER CONCERT.

A GRAND PROMENADE CONCERT WILL BE HELD ON THE VOLUNTEER PARADE GROUND ON SATURDAY, THE 1ST AUGUST AT 9.15 P.M.

By kind permission of Lieut-Colonel A. F. B. GLOVER, D.S.O., and Officers of the 3rd Middlesex Regt. the Regimental Band will attend.

Tickets \$2 and \$1 can be had from Volunteer Headquarters and Messrs. KELLY & WALSH.

A. CHAPMAN, Lt.-Colonel, Commandant H.K. Vol. Corps.
Hongkong, 27th July, 1908.

INSURANCES

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents.
Hongkong, 21st April, 1897.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1907 \$1,114,824.

(I. AUTHORIZED CAPITAL...\$3,000,000 SUBSIDISED CAPITAL... 2,750,000 PAID-UP CAPITAL... 387,500 0 0 (II. FUND FUNDS... 9,065,374 15 7

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.
Hongkong, 21st July, 1908.

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CAKLOWITZ & Co., Agents.
Hongkong, 18th August 1906.

FOR SALE

FOR SALE.

FINE SITE on the Bowen Road, Ready for Building at a Cheap Price.

PERCY SMITH & SONS, Accountants & Auditors, No. 5, Queen's Road Central.
Hongkong, 18th May, 1908.

STORAGE.

FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 233 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE, Portions of MARINE LOTS Nos. 31 & 32 on PRAYA EAST. Approximate AREA 45,000 SQUARE FT. 999 YEARS' LEASE. For Particulars, apply—

GEO. FENWICK & Co., Ltd.
Hongkong, 8th June, 1906.

FOR SALE.

COLLECTIONS OF USED-POSTAGE STAMPS.

3,000 all different for ... \$95
2,000 do. ... \$35
1,500 do. ... \$25
1,000 do. ... \$10

ARTISTIC PICTORIAL POSTCARDS, MECHANICAL ANIMALS, STAMP, POSTCARD AND BIRTHDAY ALBUMS. And all Other Philatelic Goods.

GRACA & CO., Hongkong Hotel Corridor.
Hongkong, 9th May, 1908.

ON SALE.

THE FIFTY YEARS ANGLICAN CALENDAR

FROM 1ST JANUARY, 1864 TO 31ST DECEMBER, 1913, BEING FROM THE 1ST YEAR OF THE 70TH CYCLE TO THE 60TH YEAR OF THE 76TH CYCLE THAT IS THE 3RD YEAR OF TUNG CHI TO THE 30TH YEAR OF KWONG SUI.

PRICE \$2 CASH

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THE DIRECTORY AND CHRONICLE FOR 1908

Copies may be obtained at the "HONGKONG DAILY PRESS" OFFICE or from Booksellers throughout the Far East.

Hongkong, 15th February, 1908.

TO LET

TO LET.

OFFICES in ALEXANDRA BUILDINGS.

Apply—
A. S. WATSON & Co., Limited.
Hongkong, 23rd April, 1907.

TO LET.

ONE OFFICE ROOM, Third Floor, New Praya 2, opposite Murray Pier.

Apply to—
SCHULDT & CO.
Hongkong, 28th July, 1908.

TO LET.

No. 5, "ORMSHY TERRACE" Kowloon.

No. 4, SEYMOUR ROAD, 3 Flats.

Apply to—
SPANISH PROCUROUR.
Hongkong, 6th July, 1908.

TO LET.

DERRINGTON, Peak Road, below L.R.C. Tennis Courts. From 1st September a.c. The Property is also FOR SALE.

For Particulars apply to—
C. SCHROETER,
Care of MYERS & Co., King's Buildings, 3rd floor.
Hongkong, 30th June, 1908.

TO LET.

FROM 1st MAY.

KOWLOON MARINE LOT 48, Yau-mai, Area 85,200 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.
Hongkong, 18th January, 1908.

TO LET.

NOS. 27 and 33, SEYMOUR ROAD, Nos. 52, 57 and 61, CAINE ROAD.

Apply to—
SAM WANG CO., LTD.
81, Queen's Road Central.
Hongkong, 14th July, 1908.

TO LET.

THE ROOMS on the 1st floor of No. 34, QUEEN'S ROAD CENTRAL, (opposite the General Post Office) The Rooms are light, spacious and well ventilated. Very moderate rent. Immediate Possession.

Apply to—
YEE SANG FAT & CO.
Same address.
Hongkong, 28th January, 1907.

TO LET.

FIRST FLOOR of No. 6, Queen's Road, Central, comprising Six Large Rooms and Out-houses, suitable for business Premises or Dwellings, lately occupied by FERN, BORNEMANN.

Apply to—
DAVID SABSON & Co., Ltd.
Hongkong, 7th April, 1908.

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vaux Road Central, (formerly occupied by Messrs. SHEWAN TOMES & Co.)

Apply to—
THE COMPADORE DEPARTMENT, E. D. SABSON & Co., Queen's Road Central.
Hongkong, 10th June, 1908.

TO LET.

GODOWN, No. 54, DUDELL STREET.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st July, 1908.

TO LET.

OFFICES in HOTEL MANSIONS.

Apply to—
HENRY HUMPHREYS,
Alexandra Buildings.
Hongkong, 1st May, 1908.

TO LET.

"GLENWOOD" CAIN ROAD, suitable for a Boarding-house or Club. Containing 28 Rooms.

O. M. S. PEAK BUNGALOW, Mount Kallet. Furnished. From 1st October, 1908 to 30th June 1909. Rent \$100 a month and taxes.

OFFICES in Bank Buildings, Top Floor. From 1st July, 1908.

BEACONSFIELD ARCADE, Fine Offices and Dwelling Rooms.

DWELLING ROOMS and Offices in DUDELL STREET.

No. 16, QUEEN'S ROAD CENTRAL, Top Floor, (over Calbeck McGregor), OFFICES in Queen's Road Central, BELLILIOR TERRACE HOUSES, ROBINSON ROAD.

No. 3, DUDELL STREET Shop, No. 2, DES VOUX VILLAS (Peak).

Apply to—
LINSTED & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 20th June, 1908.

TO LET.

A HOUSE in KNOTSFORD TERRACE KOWLOON.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st July, 1908.

TO LET.

4 and 5-ROOMED HOUSES in Kowloon.

SMALL SHOP in Des Vaux Road Central, Hongkong. Immediate possession. Moderate rents.

Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.
Hongkong, 2nd July, 1908.

TO LET

TO LET.

COAL YARD. From 1st September, 1908. A PORTION of the COMPOUND of Marine Lot No. 42, Wanchai, Praya East, facing the Sea, used for Storing Coal, now in possession of Messrs. CHIT CHONG & Co., Coal Merchants.

Apply to—
N. MODY & CO.,
54, 56, Queen's Road Central.
Hongkong, 23rd July, 1908.

TO LET.

No. 2, MACDONNELL ROAD.

Apply to—
COMPADORE'S DEPARTMENT,
Nippon Yusen Kaisha.
Hongkong, 3rd June, 1906.

TO LET.

No. 6, "OBSERVATORY VILLAS," Kowloon. Five-Roomed House. Tennis Court. Electric Lights. Moderate Rental.

Apply to—
ARRATON V. APCAR & Co.,
4

SHIPPING.

ARRIVALS.
HANOI, French str., 742 J. Pannier, 28th July.
—Haiphong and Hanoi 27th July, General.
—A. R. Marty.
PRINZ REGENT, German str., 3,920.
O. Fahnst, 27th July—Hamburg 18th
June, and 27th July, Mails and
General—Moloches & Co.
TIVIKI, Dutch str., 2,000 H. Koope, 28th July.
—Macassar 18th July, General—Java.
China Japan Line.
Yokohama, British str., 1,238, F. Northcote
28th July—Shanghai 24th July, General—
Butterfield & Swire.

CLEARANCES.
AT THE HARBOUR MASTER'S OFFICE.
28th July.
P. R. Luitpold, German str., for Shanghai.
Vandalia, German str., for Shanghai.

DEPARTURES.
28th July.
CHILDAE, Norwegian str., for Saigon.
HANGCHOW, British str., for Canton.
HUTCH, British str., for Hanoi.
SIGAL, German str., for Hanoi.
TAIKOSAN MARU, Jap. str., for Kuchinotau.

VESSLS IN DOCK.
July 28th.
ABERDEEN DOCKS.—Sorsogon, Courtfield,
Crawley, Sierstad, Manche, Tjibodas, H.M.S.
Dramble, Charles Harcourt.
COSMOPOLITAN DOCKS.—Bangkok Standard.

VESSLS ON THE BERTH

FOR BOSTON AND NEW YORK VIA
PORTS AND SUZ CANAL.
(With liberty to call at the Malabar Coast).

THE Steamship

"SCHUYLKILL."
Capt. Anderson will be despatched as above
on or about the 27th inst.
For Freight, &c., apply to
STANDARD OIL CO. OF NEW YORK
Oriental Freight Department,
(Hotel Mansions).
Hongkong, 10th July, 1908. 1059

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MOJI AND KOBE.

THE Steamship

"EASTERN."
Captain McArthur will be despatched as above
TO-DAY, 28th July, at Noon.
This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Com-
partment, which ensures the supply of Fresh Pro-
visions, &c., throughout the voyage.
This Steamer is installed throughout with
the Electric Light.
A Stewardess and a duly qualified Surgeon
are carried.
N.B.—To assure the additional comfort of
passengers the steamers of this Company have
electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 27th July, 1908. 1128

"GLEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP VIA
SUZ CANAL.

THE Steamship

"GLENSTRAE"
Captain J. Macgillivray will be despatched as
above TO-MORROW, 30th July, 1908.
For Freight, &c., apply to
McGREGOR BROS. & GOW.
Hongkong, 27th July, 1908. 1062

THE Steamship

"ARRATON APCAR."
Captain A. Stewart will be despatched for the
above Ports on FRIDAY, the 31st July, at
3 P.M.
This Steamer has superior accommodation
for passengers and is installed throughout with
Electric Light and carries a duly certified
Doctor.
For Freight or Passage, apply to
DAVID SASSON & Co., Ltd.,
Agents.
Hongkong, 24th July, 1908. 1113



HONGKONG NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK VIA PORTS AND SUZ CANAL
(with liberty to call at the Malabar Coast).
S.S. "MONTROSE" on 11th August, 1908.
For Freight and Further Information,
Apply to—
SHEWAN, TOMES & Co.,
General Agents.
Hongkong, 14th July, 1908. 1070

DAMPFSCHEFFS-RHEDERER-UNION

ACTIEN-GESELLSCHAFT.

FOR NEW YORK.
(With Liberty to Call at the Malabar Coast).

THE Steamship

"ALBENGA."
Captain Lorenson will be despatched for the
above Port on the 28th August.
For Freight, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 26th July, 1908. 1114

"SHIRE" LINE OF STEAMERS

LIMITED.

FOR LONDON, HAMBURG AND
ANTWERP.

THE Steamship

"FLINTSHIRE."
will be despatched for the above Ports on
or about the 25th August, 1908.
For Freight and Passage, apply to—
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 26th July, 1908. 1093

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SUZ CANAL	GLENSTRAE	Brit. str.	—	J. Macgillivray	McGREGOR BROS. & GOW	To-morrow.
LONDON &c. VIA USUAL PORTS OF CALL.	MARMORA	Brit. str.	—	G. H. C. Weston, R.N.E.	P. & O. S. N. Co.	On 8th Aug., at Noon.
LONDON, HAMBURG & ANTWERP	FLINTSHIRE	Brit. str.	—	Habe	SHEWAN, TOMES & Co.	About 25th August.
HAVRE & HAMBURG VIA STRAITS, &c.	SAXONIA	Ger. str.	—	Jäger	HAMBURG-AMERIKA LINE	On 9th August.
HAVRE & HAMBURG VIA STRAITS, &c.	SILVIA	Ger. str.	—	Peter	HAMBURG-AMERIKA LINE	On 23rd August.
HAVRE & HAMBURG VIA STRAITS, &c.	SLAVONIA	Ger. str.	—	Schwinghammer	HAMBURG-AMERIKA LINE	On 6th September.
HAVRE & HAMBURG VIA STRAITS, &c.	AMERICA	Brit. str.	—	C. C. Talbot, R.N.E.	P. & O. S. N. Co.	On 20th September.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	C. F. F. LAUREL	Ger. str.	—	Wagner	HAMBURG-AMERIKA LINE	To-day, at 5 A.M.
MARSEILLES, ANTWERP & HAMBURG	TOURANE	Fr. str.	—	Laucelin	MARSEILLES MARITIME	About 30th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	BIRGO MARU	Jap. str.	—	A. Christensen	NIPPON YUSEN KAISHA	On 4th Aug., at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAWACHI MARU	Jap. str.	—	H. Petersen	NIPPON YUSEN KAISHA	On 5th Aug., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CATHAY	Dan. str.	—	Kolste	MELCHERS & Co.	On 19th Aug., at D'light
MARSEILLES, HAVRE & COPENHAGEN	SPEZIA	Ger. str.	—	F. L. Binsse	NIPPON YUSEN KAISHA	About Middle of Sept.
MARSEILLES, ANTWERP & HAMBURG, &c.	KAMO MARU	Jap. str.	—	F. v. Binsse	MELCHERS & Co.	On 12th Aug., at D'light
GENOA, MARSEILLES, LONDON, &c. VIA SINGAPORE, &c.	PRINZ LUDWIG	Ger. str.	—	Lorenson	SHEWAN TOMES & Co.	To-day, at Noon.
NAPLES, GENOA, ALGERIA, GIBRALTAR, &c.	MONTROSE	Brit. str.	—	Anderson	CARLOWITZ & Co.	On 11th August.
NEW YORK VIA PORTS & SUZ CANAL	ALBERGA	Brit. str.	—	W. Shotton	STANDARD OIL CO.	About 27th inst.
BOSTON & NEW YORK VIA PORTS & SUZ CANAL	SCUYLKILL	Brit. str.	—	M. Yagi	CANADIAN PACIFIC R. CO.	On 8th Aug., at Noon.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	—	S. Ishikawa	CANADIAN PACIFIC R. CO.	On 15th Aug., at 4 P.M.
VANCOUVER VIA SHANGHAI JAPAN, &c.	SVETIC	Am. str.	—	N. Macpherson	DODWELL & Co., Ltd.	On 1st August.
VICTORIA B.C. & TACOMA VIA JAPAN	AKI MARU	Jap. str.	—	K. Homma	NIPPON YUSEN KAISHA	On 18th Aug., at 4 P.M.
VICTORIA B.C. & SEATTLE, WASH., &c.	IYO MARU	Jap. str.	—	G. Hooker	NIPPON YUSEN KAISHA	On 1st Sept., at 4 P.M.
VICTORIA B.C. & SEATTLE, WASH., &c.	TAIWAN	Brit. str.	—	Williams	BUTTERFIELD & SWIRE	On 8th Aug., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	KUMANO MARU	Jap. str.	—	C. H. Butler	NIPPON YUSEN KAISHA	On 23rd Aug., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	PRINZ SIGISMUND	Ger. str.	—	McArthur	NIPPON YUSEN KAISHA	On 7th Aug., at Noon.
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	—	H. Koope	MELCHERS & Co.	On 18th Aug., at 5 P.M.
WEIHAIWEI, CHEFOO & TIENTSIN	KUOHOW	Brit. str.	—	K. Homma	NIPPON YUSEN KAISHA	On 4th Sept., at Noon.
VLADIVOSTOK	ABOONIA	Brit. str.	—	G. Hooker	BUTTERFIELD & SWIRE	On 1st Aug., at 4 P.M.
KOBE AND YOKOHAMA	TAMBA MARU	Jap. str.	—	Williams	MELCHERS & Co.	End of July.
KOBE AND YOKOHAMA	EASTERN	Jap. str.	—	C. H. Butler	NIPPON YUSEN KAISHA	To-day, at 4 P.M.
MOJI & KOBE	YAWATA MARU	Jap. str.	—	McArthur	GIBB, LIVINGSTON & Co.	On 7th August.
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	K. Homma	NIPPON YUSEN KAISHA	On 5th Aug., at Noon.
CHINGWANGTAO, JAPAN, AMERICA, &c.	YAWATA MARU	Jap. str.	—	H. Koope	JAYA-CHINA-JAPAN LINE	Quick despatch.
TSINGTAI, CHEFOO & NEWCHANG	YAWATA MARU	Jap. str.	—	H. Koope	JAYA-CHINA-JAPAN LINE	On 27th August.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	H. Koope	JAYA-CHINA-JAPAN LINE	To-morrow, at 4 P.M.
SHANGHAI VIA SWATOW	YAWATA MARU	Jap. str.	—	H. Koope	JAYA-CHINA-JAPAN LINE	To-day, at 10 A.M.
SHANGHAI, YOKOHAMA & KOBE	YAWATA MARU	Jap. str.	—	H. Koope	JAYA-CHINA-JAPAN LINE	To-day, at 4 P.M.
SHANGHAI VIA SWATOW, AMOY & POOCHOW	YAWATA MARU	Jap. str.	—	H. Koope	JAYA-CHINA-JAPAN LINE	About 27th inst.
SHANGHAI, YOKOHAMA & KOBE	YAWATA MARU	Jap. str.	—	H. Koope	JAYA-CHINA-JAPAN LINE	To-morrow, at 10 A.M.
SHANGHAI, MOJI & KOBE	YAWATA MARU	Jap. str.	—	H. Koope	JAYA-CHINA-JAPAN LINE	To-morrow, at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	YAWATA MARU	Jap. str.	—	H. Koope	JAYA-CHINA-JAPAN LINE	About 28th inst.
SHANGHAI, YOKOHAMA & KOBE	YAWATA MARU	Jap. str.	—	H. Koope	JAYA-CHINA-JAPAN LINE	To-morrow.
SHANGHAI, YOKOHAMA & KOBE	YAWATA MARU	Jap. str.	—	H. Koope	JAYA-CHINA-JAPAN LINE	On 31st inst., at Noon.
SHANGHAI, YOKOHAMA & KOBE	YAWATA MARU	Jap. str.	—	H. Koope	JAYA-CHINA-JAPAN LINE	On 31st inst., at 3 P.M.
SHANGHAI, YOKOHAMA & KOBE	YAWATA MARU	Jap. str.	—	H. Koope	JAYA-CHINA-JAPAN LINE	About 31st inst.
SHANGHAI, YOKOHAMA & KOBE	YAWATA MARU	Jap. str.	—	H. Koope	JAYA-CHINA-JAPAN LINE	About 3rd August.
SHANGHAI, YOKOHAMA & KOBE	YAWATA MARU	Jap. str.	—	H. Koope	JAYA-CHINA-JAPAN LINE	About 6th August.
SHANGHAI, YOKOHAMA & KOBE	YAWATA MARU	Jap. str.	—	H. Koope	JAYA-CHINA-JAPAN LINE	On 14th Aug., at Noon.
SHANGHAI, YOKOHAMA & KOBE	YAWATA MARU	Jap. str.	—	H. Koope	JAYA-CHINA-JAPAN LINE	Middle of August.
SHANGHAI, YOKOHAMA & KOBE	YAWATA MARU	Jap. str.	—	H. Koope	JAYA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI, YOKOHAMA & KOBE	YAWATA MARU	Jap. str.	—	H. Koope	JAYA-CHINA-JAPAN LINE	On 2nd Aug., at 10 A.M.
SHANGHAI, YOKOHAMA & KOBE	YAWATA MARU	Jap. str.	—	H. Koope	JAYA-CHINA-JAPAN LINE	To-day, at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	YAWATA MARU	Jap. str.	—	H. Koope	JAYA-CHINA-JAPAN LINE	To-day, at Noon.
SHANGHAI, YOKOHAMA & KOBE	YAWATA MARU	Jap. str.	—	H. Koope	JAYA-CHINA-JAPAN LINE	To-day, at 2 P.M.
SHANGHAI, YOKOHAMA & KOBE	YAWATA MARU	Jap. str.	—	H. Koope	JAYA-CHINA-JAPAN LINE	To-day, at 10 A.M.
SHANGHAI, YOKOHAMA & KOBE	YAWATA MARU	Jap. str.	—	H. Koope	JAYA-CHINA-JAPAN LINE	On 1st Aug., at D'light
SHANGHAI, YOKOHAMA & KOBE	YAWATA MARU	Jap. str.	—	H. Koope	JAYA-CHINA-JAPAN LINE	To-day, at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	YAWATA MARU	Jap. str.	—	H. Koope	JAYA-CHINA-JAPAN LINE	On 31st inst., at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	YAWATA MARU	Jap. str.	—	H. Koope	JAYA-CHINA-JAPAN LINE	On 1st Aug., at Noon.
SHANGHAI, YOKOHAMA & KOBE	YAWATA MARU	Jap. str.	—	H. Koope	JAYA-CHINA-JAPAN LINE	On 7th Aug., at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	YAWATA MARU	Jap. str.	—	H. Koope	JAYA-CHINA-JAPAN LINE	On 8th Aug., at Noon.
SHANGHAI, YOKOHAMA & KOBE	YAWATA MARU	Jap. str.	—	H. Koope	JAYA-CHINA-JAPAN LINE	On 31st inst., at Noon.
SHANGHAI, YOKOHAMA & KOBE	YAWATA MARU	Jap. str.	—	H. Koope	JAYA-CHINA-JAPAN LINE	Beginning of August.
SHANGHAI, YOKOHAMA & KOBE	YAWATA MARU	Jap. str.	—	H. Koope	JAYA-CHINA-JAPAN LINE	On 9th August.
SHANGHAI, YOKOHAMA & KOBE	YAWATA MARU	Jap. str.	—	H. Koope	JAYA-CHINA-JAPAN LINE	On 4th Aug., at Noon.
SHANGHAI, YOKOHAMA & KOBE	YAWATA MARU	Jap. str.	—	H. Koope	JAYA-CHINA-JAPAN LINE	On 14th August.
SHANGHAI, YOKOHAMA & KOBE	YAWATA MARU	Jap. str.	—	H. Koope	JAYA-CHINA-JAPAN LINE	Quick despatch.

CANADIAN PACIFIC RAILWAY
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days
Across the Pacific in the "EMPEROR LINE" Sailing 5 to 10 days Ocean Travel.
12 DAYS YOKOHAMA TO VANCOUVER.
21 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS (Subject to Alteration).	LEAVES HONGKONG	ARRIVES VANCOUVER
"EMPEROR OF INDIA"	3,700	SATURDAY, 8th Aug. 8th Sept.
"EMPEROR OF INDIA"	6,000	SATURDAY, 15th Aug. 5th Sept.
"LENNOX"	3,700	FRIDAY, 11th Sept. 12th Oct.
"EMPEROR OF JAPAN"	6,000	SATURDAY, 5th Sept. 28th Sept.
"EMPEROR OF CHINA"	6,000	SATURDAY, 20th Sept. 17th Oct.
"MONTAGLE"	6,100	SATURDAY, 3rd Oct. 27th Oct.

* S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers.
* "EMPEROR" Steamers will depart from HONGKONG at 4 P.M.
S.S. "MONTAGLE," "LENNOX" and "GLENFARG" at 12 Noon.

THE Quickest Route to CANADA, UNITED STATES and EUROPE, calling at
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE,
YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail
Express, and at QUEBEC with the C.C. NEW PALATIAL "EMPEROR" Steamships,
14,500 tons register, thus providing a comfortable and speedy through route to Europe.
Hongkong to London, via Canada Atlantic Ports or New York 27/110
Intermediate on Steamers) "240," "242,"
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First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing
the American Continent—Pacific Coast Line.
R.M.S. "MONTAGLE" carries Intermediate Passengers only, at Intermediate rates
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Passengers Booked through to all points and AROUND THE WORLD.
SPECIAL BATES (First class only) granted to Missionaries, Members of the Naval
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For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

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REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
SHANGHAI VIA SWATOW	"DAIJIU MARU"	THURSDAY, 28th July
AMOY & POOCHOW	Capt. M. Nemoto	at 10 A.M.
TAM-SUI VIA SWATOW	"DAIJIU MARU"	SUNDAY, 2nd Aug.
& AMOY	Capt. I. Sakurai	at 10 A.M.

* These new Steamers have excellent accommodation for First and Second Class
Passengers and are fitted throughout with electric light. First-class Cabins Amidships.
Unrivaled Table.
* Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.
For Freight, Passage, and further information, apply at the Company's local Branch
Office, Second Floor, No. 1 Queen's Buildings.

Hongkong, 29th July, 1908. T. ARIMA, Manager. 13

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA
VIA
MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captain	Sailing Date
SUVERIC	6,293	W. Shotton	On 1st August.
KUMERIC	6,293	Cowley	On 19th August.
SHAWMUT	6,996	E. T. Roberts	On 13th September.
TREMONT	8,608	T. W. Garlick	On 3rd October.

* Storage Passengers only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

* The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior
Accommodation for First and Second Class Passengers. The large size of these vessels ensures
steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier
in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

DODWELL & CO., LIMITED,
GENERAL AGENTS,
QUEEN'S BUILDINGS.

Hongkong, 27th July, 1908. 8

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE

VIA SUZ CANAL

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA

SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"YARBA"	About 3rd August.
MARSEILLES VIA PORTS	Capt. Sallier	On 4th Aug.
SHANGHAI, KOBE & YOKOHAMA	"TOURANE"	1 P.M.
MARSEILLES VIA PORTS	Capt. Laucelin	On 17th Aug., P.M.
SHANGHAI, KOBE & YOKOHAMA	"AUSTRALIEN"	On 18th Aug.
MARSEILLES VIA PORTS	Capt. Veron	1 P.M.
	Capt. Guionnet	

Transshipping on the Co's Steamers at Singapore for Batavia; at Cebu for Calcutta,
Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.
Through Tickets to London, via Paris, from 227 10s. up to 271 10s. 20. hours Railway
from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

P. NALIN, ACTING AGENT,

Hongkong, 28th July, 1908. 2

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON

AUSTRALIA, INDIA, ADEEN, EGYPT,
MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"MARMORA."

Captain G. H. C. Weston, R.N.E., carrying
His Majesty's Mails, will be despatched from
this for Bombay &c. on "SATUR-
DAY," the 8th August at Noon, taking
pass

